



FULL COUNCIL, Wednesday 18 March 2026

MEMBERS' QUESTIONS

Cost of Withdrawing from the Greater London Authority

**1) To the Leader of the Council (Councillor Ray Morgon)
From Councillor Michael White**

Can the Administration please confirm which services will be lost and what the approximate financial impact would be on the Borough should Havering withdraw from the Greater London Authority area?

Answer

It is very difficult to accurately calculate the financial impact of a withdrawal from the GLA area. The full extent of costs and service impacts could not be assessed until the precise terms of the split are known including arrangements for remaining in subregional bodies.

An example of this is the partnership with ELWA. We would likely no longer be a partner member and would have to negotiate terms for remaining in the partnership. It is likely this would cost more but until details are known the impact cannot be accurately known.

There are a number of services that would be lost.

With regard to the freedom pass. Whilst the national free bus pass for pensioners would continue one impact would be the other benefits of the Freedom pass such as free off peak travel on the rail and tube networks would end for Havering residents unless an agreement and costs could be agreed with the mayor of London. We would also have to pay London Councils if we cancelled our membership.

Given the vast majority of bus services within Havering are TFL routes provided by the mayor of London there would be some risk over the future of these routes should Havering withdraw and therefore no longer contribute to GLA costs through the Council Tax precept. For example Children under 11 travel free on the London Underground (Tube), DLR, London Overground, Elizabeth line, and buses/trams when accompanied by a fare-paying adult, with up to four children per adult

Under 16s on buses also travel free too. Both of these would go.

The Council has received funding from the GLA totalling over £500k to support projects relating to domestic violence in 2025/26. This funding is part of a support plan from the GLA until at least 2028 and would end if we no longer were a part of London

Council, 18 March 2026

The GLA and TFL also provide grant funding to support Highways and regeneration schemes in Havering but this generally is from national allocations to the GLA and so it is possible Havering would receive some funding instead as part of the Essex allocations

The GLA are responsible for emergency services such as policing and fire and if Havering were to withdraw from London these services would need to be provided by the new Essex Mayoral authority which is currently being set up.

With Local Government Reorganisation taking place, Essex will no longer exist as a Borough. Indeed, it will be split into a number of unitaries. As we are in London, we are not being included in this and we could not stand alone.

You will still need to pay a precept to whatever new unitary to the mayor to cover costs of the mayoralty which could include a precept for Essex Police and Fire services which would have to expand to deliver services across the borough – of which there is no guarantee.

So we may find ourselves in different authorities paying different precepts but not being involved in any decisions made about these services.

A supplementary question asked if the Leader felt that leaving the Greater London Authority was a risk too far. The Leader agreed that this was the case at this stage.

Information to Residents regarding Changes to Housing Legislation

2) To the Cabinet Member for Climate Change & Housing Need (Councillor Natasha Summers)

From Councillor Jane Keane

What plans are Havering making to ensure that, alongside the new Landlord Licensing Scheme, residents across Havering are aware of the changes under the Renters Rights Act?

Answer

With regards to the landlord licensing scheme, we have made a significant investment into promoting the scheme in addition to our statutory requirements (Public notices in municipal buildings and in 2 local newspapers).

- Leafleting affected wards
- Digital marketing campaign
- Outdoor media at local stations and buses
- Updating the PSH website

Council, 18 March 2026

In relation to the Renters Rights Act 2025 the Government have produced significant amount of information and leaflets for landlords and tenants. These are available on the MHCLG website at: [Guide to the Renters' Rights Act - GOV.UK](#)

The Council web page has been live for a few weeks providing advice to landlords; this will be promoted in the upcoming Business Briefing newsletter.

[Renters' Rights Act – Advice for Private Landlords | London Borough of Havering](#)

The March edition of the “At The Heart” newsletter to housing tenants includes advice to Council tenants but advises only tenants of Council companies such as QLM and MLH will be impacted.

For broader communications, we are awaiting confirmation of who to report issues to ahead of it starting in May.

Further communication will take place by both the council and the government in the lead up to the new legislation coming into effect on the 1 May 2026.

A supplementary question asked if a full report on the impact of this legislation on residents could be brought to Council within a year. The Cabinet Member responded that this could be investigated but would be a matter for the new Administration.

Enforcement over Parking on Grass Verges

3) To the Cabinet Member for Environment (Councillor Barry Mugglestone) From Councillor Martin Goode

Can the Cabinet Member, please confirm what enforcement measures this Council has introduced to tackle the offending motorists who persistently drive over or park on grass verges causing severe damage?

Answer

The Council employs Officers across various teams to identify and manage contraventions for illegal parking activities and contravention of the Highways Act.

Parking enforcement Officers proactively enforce parking on the pavement or verge.

With regard to those that drive over verges, in the first instance the Council will issue a letter to the resident or business owner signposting them to the dropped crossing procedure and stating that enforcement action may be taken against them if they do not comply. Officers will then investigate further including follow up communication if no application has been received.

Council, 18 March 2026

If residents or business owners still do not engage, the Council may consider other measures such as bollards to be installed to physically prohibit access and limit further damage and associated costs may be recharged to the occupier.

A supplementary question asked if a full list of fines and enforcement action could be produced. The Cabinet Member responded that he was happy to look at local incidents of cars being parked on grass verges if he could be given details by Councillor Goode.

Council Expenses

4) To the Leader of the Council (Councillor Ray Morgon) From Councillor Keith Prince

In the interests of transparency can the Leader explain why, who and what amount is being referred to in the Standard article which says Havering Council has tagged payments to one of its recruitment and workforce suppliers as “telephone expenses”.

Answer

The Council incurred £262k of Matrix agency costs between April 2025 and June 2025 which were incorrectly miscoded to telephone costs. This miscoding was spotted as part of the revenue monitoring process and was corrected by journal to agency costs in August 2025.

(No supplementary question).

Update on Highway Schemes

5) To the Cabinet Member for Environment (Councillor Barry Mugglestone) From Councillor Jason Frost

Could the Cabinet Member for the Environment please explain the continued delay in the implementation of the introduction of junction protection lines at the corner of Forest Road and Cross Road and the introduction of parking restrictions at the junction of Redriff Road and Collier Row Lane?

Answer

Regarding the proposed junction protection measures at the junction of Forest Road and Cross Road, this forms part of a batch of schemes that has already been advertised. The final stage of this process is currently underway. We expect a formal decision to be made within the next two weeks and subject to approval, we anticipate that the proposed lining works will be installed within approximately 4–6 weeks.

Council, 18 March 2026

Regarding the proposed waiting restrictions on Redriff Road (single yellow lines, operational Monday to Saturday, 10am–11am) near the junction with Collier Row Lane, regrettably, due to objections received, we were unable to progress some schemes within the permitted timeframe. As a result, these proposals require further advertisement. This scheme will be included in the next batch of Traffic Management Orders to be advertised, which we expect to take place in late March 2026. I apologise for the delay on this scheme, and I can arrange for an Officer to have a follow up meeting with Cllr Frost if he wishes.

(No supplementary question – thanks were recorded to the Cabinet Member for progressing the issue).

Parking Enforcement

**6) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor Pat Brown**

How is the Council enforcing against those persons driving across our grass verges or encouraging them to apply for the proper dropped kerb?

Answer

The Council employs Officers across various teams to identify and manage contraventions for illegal parking activities and contravention of the Highways Act.

Parking enforcement Officers proactively enforce parking on the pavement or verge.

With regard to those that drive over verges, in the first instance the Council will issue a letter to the resident or business owner signposting them to the dropped crossing procedure and stating that enforcement action may be taken against them if they do not comply. Officers will then investigate further including follow up communication if no application has been received.

If residents or business owners still do not engage, the Council may consider other measures such as bollards to be installed to physically prohibit access and limit further damage and associated costs may be recharged to the occupier.

A supplementary question asked how many enforcement actions had been taken and if any campaigns were planned to address this issue. The Cabinet Member replied that officers would investigate and take enforcement action as required. The Cabinet Member would take up individual cases if Councillor Brown could supply the details.

Speed Limits in St Alban's Ward

**7) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor Judith Holt**

With the continuing problem of speeding traffic along some roads in St. Alban's Ward, such as Manor Road, Princes Road and Park Lane, what will the Administration do to ensure that a more regular and robust monitoring of speed limits is carried out?

Answer

The Council receives funding from Transport for London through the Local Implementation Plan to deliver measures on the network that support reducing vehicle speeds, but locations require a strong evidence base.

Collision data for Manor Road, Princes Road and Park Lane does not show any concentrations of personal injury accidents that would ordinarily trigger targeted engineering measures to manage vehicle speeds.

To ensure conditions are fully understood, the Council will monitor vehicle speeds through an Automatic Traffic Count survey. If this identifies a speeding issue, we will engage with the Metropolitan Police through the TfL / Metropolitan Police Vision Zero Police Enforcement Request process. This provides a structured mechanism for referring locations of concern. Once a request is submitted, the Police undertake a preliminary risk assessment and, where appropriate, may deploy Lasercam mobile safety camera units to monitor compliance and determine whether further action is required. It should be noted that the Police are responsible for enforcing speeding and not the Council.

To support wider road-safety objectives, the Council is progressing a targeted 20mph programme, focusing only on locations where there is clear evidence that lower speed limits address a local need and where proposals are supported by residents and local ward Councillors. Should there be support for lower speed limits on these roads and a robust evidence base, we would be happy to consider bringing forward a scheme for consultation in a future phase of the programme.

A supplementary question asked what the Administration could do to modify criteria in order to obtain the required evidence. The Cabinet Member responded that if a validation form was completed, officers would look into installing the requested scheme.

Legacy Landfill Report

**8) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor Matt Stanton**

Following the publication of the Parliamentary Office for Science & Technology report into Legacy Landfill, what additional steps is the Council planning to take as a result of the recommendations therein?

Answer

There are approximately 46 legacy landfill sites within the borough, some of which have been remediated as part of the redevelopment of the land, whilst others remain undeveloped, or used for public open spaces. The Council's approach to legacy landfills will be further addressed when the Council's Contaminated Land Inspection Strategy is updated by the end of the 2026/27 financial year. Alongside other contaminated land sites, legacy landfills will be prioritised according to risk. Any recommendations within the report will be considered within the resources available to the team, and in partnership with the Environment Agency.

A supplementary question asked if the Cabinet Member had any initial thoughts on which recommendations would be favourable. The Cabinet Member responded that Government funding for this work had been withdrawn in 2017 and this now had to be financed from existing Council resources. The Council was working hard to resolve issues such as Launderers Lane but this was also ultimately a financial issue.

Penalty Charge Notices

**9) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor Nisha Patel**

What is the total number of fines issued and their appeal success rate for PCNs for 2024/25, and for 2025/26 up to the most recent available date?

Answer

In 2024/25, Havering issued 172,371 Penalty Charge Notices across all contravention types.

The last published appeal statistics relate to 2024/25. London Tribunals received 1,183 appeals and made 1,274 decisions. The number of decisions is higher than the number received because some relate to cases lodged in the previous year

661 cases were allowed (decision in favour of the appellant) of which 358 cases were not contested by the Council.

A further 613 cases were refused by the adjudicator meaning the original PCN was upheld.

The 2025/26 data is scheduled to be published in September 2026.

Council, 18 March 2026

A supplementary question asked why enforcement costs had risen by £7m in a year. The Cabinet Member responded that he did not feel the question was relevant and could discuss this issue by e-mail.

Moving Traffic Violations Albert Road/Victoria Road

**10) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor Jane Keane**

Given the continuing high rate of Moving Traffic Violations from vehicles turning into Albert Road from Victoria Road, what additional measures are the Council considering to improve safety?

Answer

A 'no right turn' order is currently in operation from Victoria Road into Albert Road. Officers consider that signing and advanced notification of the banned movement is visible and prominent for approaching motorists. To enforce the banned movement a Moving Traffic Contravention (MTC) camera is in place at the junction which fines motorists for any contravention of the illegal movement. MTC cameras are very effective tools in enforcing such issues.

The Council receives funding from Transport for London through the Local Implementation Plan to deliver measures on the network that support road safety. Schemes have to meet specific criteria contained within Transport for London funding guidance and support identified priority locations contained within TfL's Healthy Streets datasets.

Available collision data shows that three slight-injury collisions were recorded from 2020 to October 2025. While any collision is of concern, this level of activity does not indicate that the banned movement is currently presenting an immediate issue in terms of road safety.

The low number of Personal Injury Collisions would therefore not place the junction on the programme for road safety engineering or the TfL Local Implementation Plan. If the ward member would like Officers to take a more detailed review of the junction it is suggested that a Validations request is raised so that Officers may address and review through the normal protocol.

A supplementary question asked if officers could discuss practical measures to counter the increase in moving traffic violations. The Cabinet Member responded that officers would look into any validation requests but evidence would be required in order to prove that traffic management was needed in a location.

Emptying of Litter Bins, Town Centre

11) To the Cabinet Member for Environment (Councillor Barry Mugglestone)

From Councillor Judith Holt

As litter bins are often left full to overflowing, especially in Romford Town Centre, what will the Administration do to increase monitoring and ensure the bins are emptied in a timely manner?

Answer

Litter bins are on a schedule of emptying in the borough based on locations and footfall.

Romford Town centre has a continual presence of operatives on site from 5am until 7pm, 7 days a week who monitor litter bins to ensure they are emptied at a frequency, so they do not overflow.

Additional monitoring is in place from contract supervisors and Council Officers.

Overflowing litter bins can also be reported via the Havering website.

These reports are dealt with within 24 hours of receipt.

We will continue to work with our contractor, FCC, to ensure litter bins are serviced as necessary.

I would also encourage the ward member to get behind the Council's Where We Live campaign which has been successful in mobilising community and voluntary groups to support the council in cleaning up the borough and encouraging people to stop littering and to have pride in our borough.

A supplementary question asked if data on this service could be included in the performance pack. The Cabinet Member replied that he was happy for information on the performance of the contractor to go to scrutiny.

Tree Cover in Havering

12) To the Cabinet Member for Environment (Councillor Barry Mugglestone)

From Councillor Trevor McKeever

Given that tree cover in Havering fell by 11% between 2018 and 2024, what measures are in place to restore and grow tree cover?

Answer

By the end of this planting season, we aim to plant an additional 41 street trees across the Borough.

Our focus is very much on planting the right tree in the right place, with appropriate aftercare to reduce mortality rates and support long-term establishment. In many cases, we aim to replace removed trees with young specimens. While current financial pressures mean this is not always possible, we actively seek external funding opportunities to deliver additional planting and increase canopy cover across the Borough.

Additional tree stock is also secured through donations from our contractors, Marlborough and FCC.

A significant number of new trees are planted within parks and open spaces, where grants and funding schemes are often more accessible. Any further funding secured would directly contribute to increasing planting numbers and strengthening our overall canopy cover.

Alongside new planting, we invest considerable effort in preserving our existing tree stock and preventing canopy decline. Where concerns arise regarding structural integrity or stability, particularly in relation to fungal presence or suspected internal decay, we undertake advanced assessments using micro-drill technology. This enables us to accurately evaluate internal condition and calculate associated risk.

It is the policy of Havering Council to ensure against a net loss of tree stock and actively seek to increase this where possible.

A supplementary question asked what assurance could be given that there would be no reoccurrence of the cutting down of 4,000 newly planted saplings as had happened in 2023. The Cabinet Member responded that this had been a mistake by an officer and the saplings had since been replanted. The tree warden scheme had been launched the previous day and Havering's tree stock had gone up since the Administration had taken over. Work was also under way with Thames Chase and a £100k grant had been received to further increase the tree stock.

Planning Enforcement, North Street, Romford

**13) To the Cabinet Member for Regeneration (Councillor Graham Williamson)
From Councillor Joshua Chapman**

What actions, and over what time period, are Havering taking with regards to a car dealership that has opened on North Street, which has been denied planning permission and lost its appeal?

Council, 18 March 2026

Answer

Following an investigation into the breach of planning controls at 143 North Street, the Local Planning Authority served an Enforcement Notice, requiring the use of the property for the sale and display of motor vehicles to cease, on the 10th July 2024.

The owner of the site subsequently appealed against the Enforcement Notice to the national Planning Inspectorate, meaning the requirements of the notice were paused until the outcome of the appeal was decided.

On the 28th January 2026 the appeal was determined by the Planning Inspector and, following a robust defence of its position by the Local Planning Authority, the appeal was dismissed.

To ensure consistency with the Inspectors decision, the Local Planning Authority has now written to the owners of the site confirming the need for them to comply with the terms of the Enforcement Notice by the 28th March 2026.

A supplementary question asked why the Council seemed to take a harder line against residents than businesses. The Cabinet Member responded that businesses often had more funds than residents to launch appeals against enforcement decisions.

Funding for Parks

**14) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor David Taylor**

Can the Council please outline what steps it has taken to source alternative funding for our parks officers, following council's agreement to the recent Conservatives amendment to the parks safety report?

Answer

Following Council, confirmation has been received that the one-off funding from the UK Shared Prosperity Fund (UKSPF) for the additional officers cited by the Parks Safety Report, can be carried across through to 30th September 2026. This is welcomed by the Administration as the original deadline for spend was 31st March.

The Administration will ensure officers investigate available alternative funding streams as per the resolution.

It's also worth noting that Havering has 16 Green Flag parks. These awards are not just an outcome from the cleanliness and maintenance of our parks - but they also reflect the safe and welcoming environment they provide.

A supplementary question asked what alternative funding had been considered to replace the UKSPF. The Cabinet Member stated that he would continue to look at options such as Community Infrastructure Levy funding for section 92 police

Council, 18 March 2026

officers. The Administration would continue to take parks safety seriously and work was in progress to try to obtain two more parks officers.

Financial Support for Road Maintenance

**15) To the Cabinet Member for Environment (Councillor Barry Mugglestone)
From Councillor David Taylor**

With Gallows Corner work diverting heavy levels of traffic onto non-TfL owned roads around the Borough, has the Council sought any additional financial support from the GLA to maintain roads that would otherwise have seen lower traffic levels?

Answer

The Council recognises that the ongoing Gallows Corner works have resulted in significantly higher traffic volumes on some borough-maintained roads.

The Council has not sought additional financial support directly from the Greater London Authority. Instead, the Council has advised Transport for London (TfL) that claims for any reinstatement works on borough roads will be submitted once the works are completed and the full impacts can be assessed.

TfL's initial position was that financial support would not be appropriate, given that strategic traffic has been rerouted away from the local network and bus services have remained on their original routes. The Council does not agree with this view and TfL have since acknowledged that any compensation claim relating to highway deterioration would require clear evidence that wear and damage exceeded normal expectations.

Work is underway to ensure that an agreed methodology and evidence base, including baseline condition data, is in place to support this process. The Council will use AI-derived data and work with data suppliers to ensure any claim is supported by robust evidence.

The Council will continue to protect Havering's interests and pursue appropriate compensation where justified.

A supplementary question asked what discussions the Cabinet Member had undertaken with the London Assembly Member re securing additional funding. The Cabinet Member replied that he had met with the TfL Commissioner and made clear that compensation was required re Gallows Corner. The Council was holding TfL to account and would push for compensation for Havering residents.